



**R·MCKAY AND CO.**  
HAMILTON'S PROGRESSIVE STORE

Hundreds of Extra Specials have Been  
Crowded Out of This Advertisement  
...See Window Displays

**R·MCKAY AND CO.**  
HAMILTON'S PROGRESSIVE STORE



R·MCKAY & CO.

COME EARLY--THOUSANDS  
OF BARGAINS

A Great Room-Creating  
Sale of

## MILLINERY BEGINS TO-MORROW

Certain lines of holiday merchandise are clamoring for space in our millinery section. Stocks must be condensed at once. With this end in view we shall begin Thursday a big room-making sale in which the following desirable millinery will be sold regardless of profit or former selling prices:

**Stylishly Trimmed Hats \$9c, \$1.98  
and \$2.49. Reg. \$5 to \$8**

Three special prices for a final clearance of French hats. They are stylish shapes, trimmed in many ways, with bows, ribbons, etc. Regular value \$5 to \$8, on sale Thursday \$9c, \$1.98 and \$2.49.

**A Big Rush—Felt Hats 25c**

Your choice of about 200 Women's Felt Hats, in black and colors. They are new shapes and are worth up to \$2.50, but we need the room, so cut them to \$0.50 sharp at . . . . . 25c

**\$3.00 Satin Hats 59c**

Boutique and Covered Hats, this season's latest models. Regular \$3.00. Your choice. "Room Making" Sale . . . . . 59c

# Room-Making Sale of Mutual Benefit

## A Quick Sale With Bargains That Assure Quick Selling

WE intend to make this the most useful, the most popular Christmas store in Hamilton. The demand made by the different departments for more room makes imperative the quick disposal of all such merchandise that cannot, strictly speaking, be termed "Holiday Goods" so we've planned a six-day sale, in which profits and regular prices have been forgotten in a determined effort to make more room for the Christmas display.

Here are goods that everyone needs at this time of year. Read every item carefully, many of them will appeal to you; and the keen, sharp money-saving reductions will win your warm approval and prompt response. Sale starts 8.30 to-morrow.

### MORE ROOM WANTED

A great cry goes up for more room for DOLLS and TOYS, therefore we have put up part of our ready-to-wear section, but in order to do so we have a large stock of SUITS, COATS, OPERA CLOAKS, FURS that must go regardless of profit.

**Look! A Group of Suits at \$4.98**

Reg. Values \$10.00 to \$21.50

New Fall and Winter styles plain tailored and trimmed garments, in novelty mixtures, diagonals and chevrons. A selected assortment of light and dark colors. Costs are again limited, newest models. Regular values \$10 to \$21.50. On sale Thursday . . . . . 4.98

**New Winter Coats \$5.95, Reg. \$10 to \$12.50**

A good assortment of models, in smart up-to-date styles. Many of Zibeline, Fancy Novelty Mixtures, all 30 and 32 inches. Receiving Tailored Coat. Regularly \$10 to \$12.50. Stock-reducing price . . . . . 5.95

**Women's Silk Dresses at \$4.95**

Foulard and Taffeta SILK Dresses, in splendid new styles, in navy, black and white, brown and tan. All are nicely made and trimmed. Regular values \$10 to \$15.50. Stock-reducing price . . . . . 4.95

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**Beautiful Velvetines 49c Yard**

During this special sale we will place on our counters a big lot of Velvetines, 22 inches wide, nearly 100 shades in this lot. Worth \$8c each. Take advantage of this . . . . . 49c

**Corded Velvetines 49c a Yard**

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## The Hamilton Times

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WEDNESDAY, NOV. 20, 1912.

### A DIVIDED HOUSE.

Hamilton must have appeared ridiculous yesterday in the eyes of the Special Committee of the Ontario Legislature, which was investigating the assessments to the present assessment law. Our City Council some time ago passed a resolution petitioning the Government to pass a law giving the municipalities power to exempt improvements to a certain extent, and to place the additional tax on land. Notwithstanding this, Controller Bailey and several members of the former Board of Control before the committee and spoke against any change in the act. Why these two men should have gone or been sent to Toronto to represent the views of the City Council is a conundrum. Mr. MacLeod has apparently missed the ground of the argument in favor of the new assessment law. He said that the law was changed to such high mark that it could scarcely be assessed any higher; that to reduce the assessment on buildings and put it on the land would result in an increased rate of assessment. Let us illustrate: There are two lots of equal value lying alongside of one another. One lot is assessed at \$1,000, and the other at \$1,000. The building on the first lot is assessed at \$500, and the vacant lot is also assessed at \$500. It is proposed to reduce the assessment on the house and place that taken off the building on the land. Under the new system the house would be assessed at say \$1,000, and the lot at \$1,000. The building on the first lot would be assessed at \$500, and the vacant lot would be assessed at \$1,000, the same as the lot built upon, thus adding an increase of \$500 to the assessed value of the city. This change in the assessment would add nothing to the taxes of the owner of the lot occupied by a building. But it would add to the taxes of the owner of the vacant lot, and that is the object to land taxes have in view. It might be argued that neither lot is worth \$1,000. The same result, however, could be obtained by reducing the assessment and increasing the rate on the land.

### THE BOARD OF CONTROL.

The Ontario Government has distributed copies of a Bill respecting municipal institutions among the members of the Legislature, municipal officials, etc., with a view to obtain their opinions before the bill is introduced into the Legislature for discussion.

The constitution of Boards of Control has been considerably changed, and the publication of "Grimm's Fairy Tales" by the Grimm brothers. What an amount of entertainment they have furnished children in all these years.

An automobile service might be introduced with advantage down to the end to take people to and from work. The Word & Society might take the question into its serious consideration.

Hon. Mr. Codere was re-elected in Hochelaga yesterday, by an increased majority. The Nationalist making a poor showing, and the Liberal option was expected. The Montreal Herald (Liberal) opposed the Nationalist.

There is still a great deal of poverty in West Ham, the result of the strike of the dockers. While the strike was on many hundreds of outsiders flocked in search of work, now that it is over there are no more opportunities of employment, and the civic authorities are unable to provide them with work. The conditions are said to be deplorable.

The London Advertiser says that the London Corporation is not taking any part in the strike of the dockers. While the strike was on, many hundreds of outsiders flocked in search of work, now that it is over there are no more opportunities of employment, and the civic authorities are unable to provide them with work. The conditions are said to be deplorable.

In this connection it may be noted that the other day a committee of Montreal citizens, composed of representatives of the Board of Trade, the Chamber of Commerce, the Montreal Branch of the Canadian Manufacturers' Association, the Montreal Real Estate Association, the Montreal Citizens' Association, the Montreal Business Men's League, and the Montreal Trades and Labor Council, met on Saturday evening last with the Montreal members to the Quebec Legislature for the purpose of expressing their dissatisfaction with the present constitution of the city government, and to ask relief in the name of the citizens at large. Mr. Aime Gifford, K. C., one of the speakers, said:

"They wanted first, that the control of the government of the city should be placed in the hands of the Board of Control, and that the powers of the Council in this matter should be reduced. At present, the Board of Control had only the initiative with the exception of the power to propose legislation, and the consideration of the annual budgets."

Mr. Gustave Franks, Secretary of the Trade and Labor Council, declared: "We are tired of hearing 'Next Meeting' when there is good work to be done. We

are tired of hearing men standing out for half a cent or more an hour increase as a bribe to the workers to vote for them while they retain the work that should give them wages for six months or more."

The other desire of the people of Montreal is either to abolish the City Council altogether or to clip its wings so that it won't be able to interfere with the proper body to run the city. They apparently look to the Board as the proper body to run the city. Suppose we send a delegation down to Montreal to investigate. The result might then be in a better position to advise the Legislature as to the Ontario Bill.

### THE STREET RAILWAY.

The more the aldermen discuss the question of street railway extensions the more it is seen that they and not the street railway stand in the way of the proposed extensions. The Street Railway Company has repeatedly stated that it was ready and willing to make extensions as soon as the roadbed was made available. The Board of Control has also shown a diversity of opinion as to what the city should ask the company to do. Some aldermen wanted the line road built, others wanted both south and north lines built. The Board of Control, however, has decided to let the work go to Barton street. When there is so much squabbling among the aldermen as to what should be done, need one wonder if the company is in somewhat of a quandary as to what it should do?

### EDITORIAL NOTES.

President Taft's "adjunct" letter was a big eye opener.—Kingston Standard. In what respects?

The Christmas trade season is now here. By buying now much relief will be given the shopkeepers and clerks later on.

With this fine weather the Board of Works should be able to make a big improvement in the condition of the east and streets.

The New York gunmen have been found guilty in the first degree of murdering Rosenthal. If they go to the electric chair, Becker should head the procession.

The result of the revolt on the clause on a snap vote in the Imperial House of Commons shows that the British Government is in no danger. The revolt was carried by a majority of 111.

This year is the hundredth anniversary of the publication of "Grimm's Fairy Tales" by the Grimm brothers. What an amount of entertainment they have furnished children in all these years.

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**Children Cry  
FOR FLETCHER'S  
CASTORIA**

have to be cajoled to the poll, as the result of expert endeavor on election day. Very few voluntary canvassers will work. Yet we are told women should not have a vote, because few come out to vote at municipal elections.

What are the desires of the people of

Montreal? Is either to abolish the City Council altogether or to clip its wings so that it won't be able to interfere with the proper body to run the city. They apparently look to the Board as the proper body to run the city. Suppose we send a delegation down to

Montreal to investigate. The result might then be in a better position to advise the Legislature as to the Ontario Bill.

### OTHER PAPERS' VIEWS

#### PERHAPS.

(OTTAWA TIMES)

Perhaps another week we may know what that mysterious package, the Board news policy, contains.

#### THEATRICAL NOTE.

(NIAGARA FALLS, N.Y.) GAZETTE

Cast of power. — No use trying to compete with the Balkan moving picture show.

#### SUSPENDED HARMONY.

(GLENDALE, CALIF.)

Architecture has been described as "from music, but the Peace Palace at the World's Fair now might be called suspended or harmonic."

#### ONLY CURE FOR CROOKEDNESS.

(CHATHAM, N.J.)

Public prosecution and exposure are the only cure for such conduct as are alleged to have been engaged in by Alexander Morrison in his conduct of business.

#### A MATTER OF FITNESS.

(WILMINGTON, DELA.)

Bonar Law does not approve of the rowdiness of his party. He applied to the Board of Control for a license to sell beer, but the Board refused to grant it.

#### A DIFFERENCE OF DEGREE.

(WINSTON-SALEM, N.C.)

The time has come to distinguish between a law between a beverage such as beer and wine that is not harmful to health and one that is excessive and gives liquor in that respect.

#### THE END NOT YET.

(TORONTO STAR)

Never has Cabinet in Canadian history had such a shaking up since a general election. The Board of Control has had to make a shake up, and the new cabinet is not the same as the old.

#### CONSCRIPTION.

(TORONTO STAR)

What is the German peril? If it is a real one, it is not to be met by a call to conscription, but by a call to the German people to bring about conditions which will not allow us to lower our standard of living.

#### UNIONISTS HELPED LIBERALLY.

(OTTAWA CITIZEN)

The white flag of the Unionists was fused to the opposing emblems into one unity. Party lines have been drawn and the Unionists have been compelled to pay the price.

#### WILSON'S GUIDANCE SAFE.

(OTTAWA JOURNAL)

It is plain from the public utterances of Mr. Wilson that he is not the man to be trusted.

#### THE LEAD IN ASSASSINATIONS.

(OTTAWA JOURNAL)

Beginning with the murder of Casar Paul of Russia on March 24, 1910, a New York newspaper has been publishing a series of rulers and high officials up to the time of the assassination of President Wilson.

#### THE VETERAN STAGE DRIVER REVISITED.

(OTTAWA JOURNAL)

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# MISSION GROWS IN INTEREST

Inspiring Addresses Were Heard Yesterday.

## DR. CRAIG ON PRAYER

Same Subject Treated By Derwyn T. Owen.

Speaking addresses in connection with the services being held in the Anglican church of the city were heard by large numbers of people yesterday. All the services at the church were being well attended.

**CHURCH CATHEDRAL**—THE great mission of the church was continued by the minister, Rev. George Craig, and the very interested audience was spellbound by the sympathy and friends were present during the service. The mid-morning service was devotional. The quiet talk given was prayer.

In the evening a large congregation filled the nave of the nave. The service was wholly in charge of the minister, who set aside the usual liturgy, and with the help of the organist, and special prayers, gave the audience a new impulse in the human heart, and a new desire for human progress.

Dr. Craig's sermon for yesterday was bound to the feet of man's sin,

the greatest sin in human life is sin,

the spirit of life to fall short of

the high standard of love. Punishment

inevitably follows the theological concept

of sin, but for the moment, the minister

told men and women created the

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to live in the presence of God.

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Services in the cathedral as usual during the week, outlet talk in the morning at 10:30 and general mission service at 8 p.m.

**ST. MARK'S CHURCH**

At St. Mark's the mission is steadily increasing in interest. The parishes and local missions of the church and other services daily being offered.

The mission, the Venerable Archdeacon Davidson, rector of St. George's, Guelph, is gripping the minds and hearts

of the people. Last night he preached from I Cor. xi. 28: "Let a man examine himself." Let a man discover for himself where he stands in his moral and spiritual walk. This is the purpose he needs a standard, an ideal, and he can find it in Christ as He is. He needs a friend, a guide, and he needs to be honest with himself. He needs sincerity, courage and perseverance.

The sermon was a quietly intense talk, with the subject being treated from the beginning, and with each separate division of the thought clearly indicated. No time was wasted in the sermon, and the sermon was a warrior's work. Every sentence was a battle. No stroke was aimed at the defenseless, but every blow struck every time he struck he got home. Yet he did not deal with the listeners as with enemies of the cross of Christ. He spoke to them as friends, with their sincerity. They were there because they did not want to live and die as the world does. They believed in the word of God.

Men and women whose sympathies, like our own, were on the side of every man and woman who had suffered or scolded them, he encouraged them to renewed effort, to more cheerful reliance upon the love of God, the grace of God, and the co-operation of the Eternal Spirit.

### THE PHILOSOPHY OF PRAYER.

At the Church of the Ascension the attendance yesterday was an increase over Monday's services. The subject chosen by Mr. Craig for his second address was "The Nature and Power of Prayer." He took as his text the first few verses of the 15th chapter of John, and in his sermon Dr. Craig gave one of the most wonderful interpretations that the human mind was capable of forming. Prayer, the projection of the soul into infinity, the reaching out of the disciples asked our Lord to teach them to pray, that was they saw living either in the expression of His face, or in the form of His words which was quite different from the mechanical prayer that they knew. They were asked to pray in the spirit of prayer. In answer to this question the teacher said that prayer, in a mechanical way was very easy. One might see in any great cathedral or church, or in any salver that the Lord had awoken a new impulse in the human heart, and a new desire for human progress.

One note the preacher said, had up till now been sounded in the services, and that was the note of the most exalted in the parables of the Prodigal and the lost sheep and the prodigal son. The love of Jesus Christ was the note of salvation, and the note of salvation was the note of the Lord had awoken a new impulse in the human heart, and a new desire for human progress.

Dr. Craig's sermon for yesterday was bound to the feet of man's sin, the greatest sin in human life is sin, the spirit of life to fall short of

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# Get Out Your Rod for Winter Fishing in California

It's the angler's paradise, from San Francisco to San Diego along the coast, or in the innumerable rivers, trout streams or inland lakes. For deep sea fishing in perfectly smooth water—the off-shore islands, the Coronados, the Santa Catalina group or the Santa Barbara group.

### Golfing, too

Why endure the long, cold winter in the East? Go to California. Fish or sail the lazy blue Pacific in the warm sunshine—an occasional day at golf on the finest links in the world, or motoring over excellent roads.

The hotels in California are famous the world over, and afford every known luxury.

The best way to go to California is on the

### Overland Limited

Union-Southern Pacific

### Los Angeles Limited

Union Pacific—Salt Lake Route

These two trains are first class, carrying standard drawing-room compartment sleepers, observation library car. Are electric lighted, and the dining-car service is excellent. A double-track system of 90-lb. steel rails, a roadbed ballasted with Dustless Sherman Gravel, and automatic electric block safety signals make traveling safe unto the limits of human ingenuity.

**Union Pacific**  
STANDARD ROAD OF THE WEST  
GEO. W. VAUX, Canadian Passenger Agent  
Rooms 10, Dominion Building, Corner King & Yonge Sts., Toronto, Ont.



180

Evening prayer at 8 o'clock, public service at 8. The closing services will be held next Sunday.

### HEALTH PROBLEM

Dr. Robert Would Like This City Represented.

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Dr. Robert, M. H. O., is writing local sanitarians to attend the housing conference in Philadelphia on December 4, 5 and 6. He is going himself, and issues the following letter, signed by many leading health officers, as an appeal to the medical profession to take an interest to others interested:

Dear Sir—An annual opportunity to study at first hand some of the best work in the field of health is offered to the housing problem is offered to health officers in the forthcoming second national conference on housing in America, Philadelphia, December 4, 5 and 6. 8th and 9th.

We have no event which compares with the annual meeting of the American Public Health Association in the field of health.

Hydroelectric power is more properly speaking. Bone-Head Wilson, never intended township or county councils to be known as the Hydro Commission in the world. He was a man of the people, as men and women whose sympathies, like our own, were on the side of every man and woman who had suffered or scolded them, he encouraged them to renewed effort, to more cheerful reliance upon the love of God, the grace of God, and the co-operation of the Eternal Spirit.

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Men and women whose sympathies, like our own, were on the side of every man and woman who had suffered or scolded them, he encouraged them to renewed effort, to more cheerful reliance upon the love of God, the grace of God, and the co-operation of the Eternal Spirit.

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# CITY WILL DEMAND BOTH EXTENSIONS

Street Railway Lines On Base Line, Kenilworth and Main Street East.

Ward Eight Representatives Present—A Number of Surveys Passed.

During a medley of turbulent incidents and pre-election political interest, which at the business of the Legislative Works Committee managed, last night, to extend its regular meeting into a three-hour session. In that time were accomplished a temporary settlement of the street railway extension question and the disposal of a few minor problems, including the number of surveys. Several times during the night Chairman Milne lost control of the meeting, but adopting sharp business tactics he brought the aldermen to a realization of their duty and with the assistance of a few staple members was able to rush through an order sheet from top to bottom before the session wound up after 11 o'clock.

## TWO PROPOSITIONS.

Of course, the big question of the evening was the street railway situation. Ald. Morris wanted the company and city to devote all their efforts to the extension of the baseline, while Ald. Horning wanted also a line on Main street to connect with Kenilworth avenue, or, if necessary, to join Ald. Morris' proposed extension. After a little discussion, the two aldermen together agreed to bring the matter to a head by endorsing the following resolution:

"That the city solicitors be instructed to prepare an agreement to be submitted to the Hamilton Street Railways, making of a street railway extension from the corner of Ottawa and Barton streets to Kenilworth avenue, or, if necessary, to the base line, westerly to James street; also along Kenilworth, starting at the corner of Barton and Main streets and along Main or King to connect with the present street railway."

"The company fails to sign such agreement within thirty days, the city is to have legal notice pursuant to law to sue to enjoin the company from the above mentioned route along the above, also that the ask the company to put the new line on Barton street and King street only."

## WANTED BASELINE ONLY.

The question was brought up by Ald. Morris, chairman of the street railway committee, who wanted the city to concentrate all effort in securing the baseline extension, leaving the other areas to the private system to the extent of further consideration.

Ald. Horning read a letter from E. P. Coleman, general manager of the railway, who declared that his company had no objection to the baseline between Irondale and the present tracks on Barton street, and that they would do so at a great sacrifice, at once. Mr. Coleman, added the alderman, was willing to let the extension be built in operation during next summer, if necessary the company would be willing to do the grading of the street and the paving.

Ald. Horning's amendment was that the company be asked to prepare for it to lay over the new line as soon as possible, but was requested to also be requested to put a line on Main street to connect with the present circumstances. He was also convinced that the company could not hold out for more than the time mentioned, while by next year the southeast line could be built and operated to the extent the Bartons street congestion.

## WARD EIGHT ON THE JOB.

Ward Eight Improvement Society had representative present, including Sec. Rev. Dr. Bell, who thought they met with the axe next January if they did not attend to the ratepayers in his section of the city. The committee organization consisted of W. H. Hendrie, president; Alex. Boyd, secretary; James Bryer and Thomas Crombie.

It was the opinion of the aldermen that the committee should be unanimous in its decision, and asked Ald. Morris to include King or Main street in his motion.

To this Ald. Morris replied that to put the road together there was a possibility of getting nothing, and this he was afraid of.

Ald. Horning emphasized that to take the road without the other would be folly; for if one road was to be built either itself, it would not be of any use to have it extended in civic importance, and that would be the main argument of the railway company.

## MORE CARES, SAY MAYOR.

The chairman of the Mayor's Cares, who has not been here recently for an extension on the base line, except that given by a member of the church society, who declined men as the National Guard, in the name of a line. It was no idle dream, he continued, that the Hydro-Electric Commission should be interested in power for municipally-owned railway, but it was certainly necessary that such line be well around the city, and not short, extending here and there.

The Mayor suggested that the number of cars on Barton street be doubled, and that the city should be asked to demand that the city could demand that the city not relieve the congested condition of street railway service needed a larger number of cars. "I have not heard anything before," said Ald. Morris, "but I am sure that the manufacturers had a census of between 10,000 and 12,000 men in the factory district, and street railway service in the factory district."

Ald. Garson wanted extensions in the southeast, but he said, "I am the chairman of the fair sex because they are so unfair."

HUNT STREET BRIDGE.  
To work in conjunction with the City Engineer, a special committee, consisting of Controller Allan and Aldermen Clark and Garrison, was appointed in consequence of the fact that the city intended to demolish Hunt street bridge, in the west end, and to grade a new street, so that an overhead construction would be unnecessary.

Ed. New wanted the street improved, the city had taken much ground in the vicinity, and the bridge was of little benefit to his property. If something better were going to be given, he would not object to the demolition of the bridge.

Mr. Bremner predicted that the time would soon come when the street in question would be a much more attractive thoroughfare than at present.

He was advised to advise the city to give the bridge maintained and the street improved.

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making of a street railway extension from the corner of Ottawa and Barton streets to Kenilworth, starting at the base line, westerly to James street; also along Kenilworth, starting at the corner of Barton and Main streets and along Main or King to connect with the present street railway."

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# BARRED FROM ICE

Action to Prevent Falls Ice Bridge Tragedies.

Niagara Falls, N. Y., Nov. 18.—There will be no more ice bridge tragedies in the Niagara Gorge if the co-operation of the Canadian and United States Government Commissioners can prevent it. Last week the Commissioners of the New York State Reservation met in New York and enacted an ordinance making it illegal for anyone to go out on the ice bridge. The Queen Victoria Niagara Falls Park, the Canadian Reservation, have given an assurance that they will enact a like ordinance.

The action has been taken as a result of the tragic deaths last February of 12 persons, mostly tourists, from Toronto, and Burrell Hocken, of Cleveland, tourists who went to their death in the Whirlpool Rapids on the ice floes when an ice bridge went out.

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What the city solicitors were instructed to prepare an agreement to be submitted to the Hamilton Street Railways,

making of a street railway extension from the corner of Ottawa and Barton streets to Kenilworth, starting at the base line, westerly to James street; also along Kenilworth, starting at the corner of Barton and Main streets and along Main or King to connect with the present street railway."

"The company fails to sign such agreement within thirty days, the city is to have legal notice pursuant to law to sue to enjoin the company from the above mentioned route along the above, also that the ask the company to put the new line on Barton street and King street only."

WANTED BASELINE ONLY.

The question was brought up by Ald. Morris, chairman of the street railway committee, who wanted the city to concentrate all effort in securing the baseline extension, leaving the other areas to the private system to the extent of further consideration.

Ald. Horning read a letter from E. P. Coleman, general manager of the railway, who declared that his company had no objection to the baseline between Irondale and the present tracks on Barton street, and that they would do so at a great sacrifice, at once. Mr. Coleman, added the alderman, was willing to let the extension be built in operation during next summer, if necessary the company would be willing to do the grading of the street and the paving.

Ald. Horning's amendment was that the company be asked to prepare for it to lay over the new line as soon as possible, but was requested to also be requested to put a line on Main street to connect with the present circumstances.

It was the opinion of the aldermen that the committee should be unanimous in its decision, and asked Ald. Morris to include King or Main street in his motion.

To this Ald. Morris replied that to put the road together there was a possibility of getting nothing, and this he was afraid of.

Ald. Horning emphasized that to take the road without the other would be folly; for if one road was to be built either itself, it would not be of any use to have it extended in civic importance, and that would be the main argument of the railway company.

More care, say Mayor.

The chairman of the Mayor's Cares, who has not been here recently for an extension on the base line, except that given by a member of the church society, who declined men as the National Guard, in the name of a line. It was no idle dream, he continued, that the Hydro-Electric Commission should be interested in power for municipally-owned railway, but it was certainly necessary that such line be well around the city, and not short, extending here and there.

The Mayor suggested that the number of cars on Barton street be doubled, and that the city should be asked to demand that the city could demand that the city not relieve the congested condition of street railway service needed a larger number of cars. "I have not heard anything before," said Ald. Morris, "but I am sure that the manufacturers had a census of between 10,000 and 12,000 men in the factory district, and street railway service in the factory district."

Ald. Garson wanted extensions in the southeast, but he said, "I am the chairman of the fair sex because they are so unfair."

THAT'S IT.

Mr. Bremner predicted that the time would soon come when the street in question would be a much more attractive thoroughfare than at present.

He was advised to advise the city to give the bridge maintained and the street improved.

What the city solicitors were instructed to prepare an agreement to be submitted to the Hamilton Street









## BUSINESS, COMMERCIAL AND FINANCIAL SECTION

## MARKETS and FINANCE

## Toronto Markets

## FARMERS' MARKET

	11/14	11/15
bacon hogs	11 12	11 12
butter, dairy	6 22	6 22
cheese	6 17	6 17
hog, new laid	9 17	9 17
lamb, dressed	9 17	9 17
ducks, lbs.	9 17	9 17
geese	9 17	9 17
turkeys, lbs.	9 17	9 17
apples, lbs.	1 09	1 09
pears, lbs.	1 09	1 09
coke, do.	1 09	1 09
oats, lbs.	1 09	1 09
barley, lbs.	1 09	1 09
beef, forequarters	7 50	7 50
do. hindquarters	7 50	7 50
do. shoulder steaks	9 16	10 16
do. ribsteaks	4 00	4 00
do. chops	4 00	4 00
utton, lamb	8 00	10 00
do. prime	11 00	12 00
Spring lamb	11 00	12 00

## SUGAR MARKET

	Open	High	Low	Close
Wheat	58 1/2	58 1/2	58 1/2	58 1/2
Nov. 20	58 1/2	58 1/2	58 1/2	58 1/2
Dec.	58 1/2	58 1/2	58 1/2	58 1/2
Oct.	58 1/2	58 1/2	58 1/2	58 1/2
Nov.	58 1/2	58 1/2	58 1/2	58 1/2
May	58 1/2	58 1/2	58 1/2	58 1/2

## Other Markets

	Open	High	Low	Close
Wheat	58 1/2	58 1/2	58 1/2	58 1/2
Nov. 20	58 1/2	58 1/2	58 1/2	58 1/2
Dec.	58 1/2	58 1/2	58 1/2	58 1/2
Oct.	58 1/2	58 1/2	58 1/2	58 1/2
Nov.	58 1/2	58 1/2	58 1/2	58 1/2
May	58 1/2	58 1/2	58 1/2	58 1/2

## MINNEAPOLIS GRAIN MARKET

	Open	High	Low	Close
Wheat	58 1/2	58 1/2	58 1/2	58 1/2
Nov. 20	58 1/2	58 1/2	58 1/2	58 1/2
Dec.	58 1/2	58 1/2	58 1/2	58 1/2
Oct.	58 1/2	58 1/2	58 1/2	58 1/2
Nov.	58 1/2	58 1/2	58 1/2	58 1/2
May	58 1/2	58 1/2	58 1/2	58 1/2

## CHICAGO LIVE STOCK

	Open	High	Low	Close
Chicago, Nov. 20	20.00	20.00	20.00	20.00
Cattle, receipts 20,000, market steady to 100	100	100	100	100
Beefs	1 25	1 25	1 25	1 25
Steers	1 25	1 25	1 25	1 25
Breeding cattle	2 25	2 25	2 25	2 25
Calves	1 25	1 25	1 25	1 25
Calves, Receipts 20,000, market steady to 100	100	100	100	100
Lambs	1 25	1 25	1 25	1 25
Heavy	1 25	1 25	1 25	1 25
Pigs	5 00	5 00	5 00	5 00
Do. sales	5 00	5 00	5 00	5 00
Sheep, Receipts 45,000, market steady to 100, grade lower	100	100	100	100
Do. medium	1 25	1 25	1 25	1 25
Do. fine	2 25	2 25	2 25	2 25
Do. very fine	3 25	3 25	3 25	3 25
Do. native	5 00	5 00	5 00	5 00
Do. eastern	5 00	5 00	5 00	5 00

## CHICAGO LIVE STOCK

	Open	High	Low	Close
Chicago, Nov. 20	20.00	20.00	20.00	20.00
Cattle, Receipts 20,000, market steady to 100	100	100	100	100
Beefs	1 25	1 25	1 25	1 25
Steers	1 25	1 25	1 25	1 25
Breeding cattle	2 25	2 25	2 25	2 25
Calves	1 25	1 25	1 25	1 25
Calves, Receipts 20,000, market steady to 100	100	100	100	100
Lambs	1 25	1 25	1 25	1 25
Heavy	1 25	1 25	1 25	1 25
Pigs	5 00	5 00	5 00	5 00
Do. sales	5 00	5 00	5 00	5 00
Sheep, Receipts 45,000, market steady to 100, grade lower	100	100	100	100
Do. medium	1 25	1 25	1 25	1 25
Do. fine	2 25	2 25	2 25	2 25
Do. very fine	3 25	3 25	3 25	3 25
Do. native	5 00	5 00	5 00	5 00
Do. eastern	5 00	5 00	5 00	5 00

## TOKYO CATTLE MARKETS.

	Open	High	Low	Close
Nov. 20	20.00	20.00	20.00	20.00
Beefs	1 25	1 25	1 25	1 25
Steers	1 25	1 25	1 25	1 25
Breeding cattle	2 25	2 25	2 25	2 25
Calves	1 25	1 25	1 25	1 25
Calves, Receipts 20,000, market steady to 100	100	100	100	100
Lambs	1 25	1 25	1 25	1 25
Heavy	1 25	1 25	1 25	1 25
Pigs	5 00	5 00	5 00	5 00
Do. sales	5 00	5 00	5 00	5 00
Sheep, Receipts 45,000, market steady to 100, grade lower	100	100	100	100
Do. medium	1 25	1 25	1 25	1 25
Do. fine	2 25	2 25	2 25	2 25
Do. very fine	3 25	3 25	3 25	3 25
Do. native	5 00	5 00	5 00	5 00
Do. eastern	5 00	5 00	5 00	5 00

## EUROPEAN MONEY MARKETS.

	Open	High	Low	Close
London, Nov. 20	20.00	20.00	20.00	20.00
Paris, Nov. 20	20.00	20.00	20.00	20.00
Rome, Nov. 20	20.00	20.00	20.00	20.00
Vienna, Nov. 20	20.00	20.00	20.00	20.00

## MONEY SCARCER; DISCOUNT HARDER

	Open	High	Low	Close
London, Nov. 20	20.00	20.00	20.00	20.00
Paris, Nov. 20	20.00	20.00	20.00	20.00
Rome, Nov. 20	20.00	20.00	20.00	20.00
Vienna, Nov. 20	20.00	20.00	20.00	20.00

## MONEY SCARCER; DISCOUNT HARDER

	Open	High	Low	Close
London, Nov. 20	20.00	20.00	20.00	20.00
Paris, Nov. 20	20.00	20.00	20.00	20.00
Rome, Nov. 20	20.00	20.00	20.00	20.00
Vienna, Nov. 20	20.00	20.00	20.00	20.00

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	Open	High	Low	Close
London, Nov. 20	20.00	20.00	20.00	20.00
Paris, Nov. 20	20.00	20.00	20.00	20.00
Rome, Nov. 20	20.00	20.00	20.00	20.00
Vienna, Nov. 20	20.00	20.00	20.00	20.00

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	Open	High	Low	Close
London, Nov. 20	20.00	20.00	20.00	20.00
Paris, Nov. 20	20.00	20.00	20.00	20.00
Rome, Nov. 20	20.00	20.00	20.00	20.00
Vienna, Nov. 20	20.00	20.00	20.00	20.00

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	Open	High	Low	Close
London, Nov. 20	20.00	20.00	20.00	20.00
Paris, Nov. 20	20.00	20.00	20.00	20.00
Rome, Nov. 20	20.00	20.00	20.00	20.00
Vienna, Nov. 20	20.00	20.00	20.00	20.00

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	Open	High	Low	Close
London, Nov. 20	20.00	20.00	20.00	20.00
Paris, Nov. 20	20.00	20.00	20.00	20.00
Rome, Nov. 20	20.00	20.00	20.00	20.00
Vienna, Nov. 20	20.00	20.00	20.00	20.00

## EUROPEAN MONEY MARKETS.

	Open	High	Low	Close
London, Nov. 20	20.00	20.00	20.00	20.00
Paris, Nov. 20	20.00	20.00	20.00	20.00
Rome, Nov. 20	20.00	20.00	20.00	20.00
Vienna, Nov. 20	20.00	20.00	20.00	20.00

## EUROPEAN MONEY MARKETS.

	Open	High	Low	Close
London, Nov. 20	20.00	20.00	20.00	20.00
Paris, Nov. 20	20.00	20.00	20.00	20.00
Rome, Nov. 20	20.00	20.00	20.00	20.00
Vienna, Nov. 20	20.00	20.00	20.00	20.00

## EUROPEAN MONEY MARKETS.

	Open	High	Low	Close




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